

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:1308

ANSWERED ON:12.12.2013

DERAILMENT OF TRAINS

Bauri Smt. Susmita;Chaudhary Shri Arvind Kumar;Putul Kumari Smt. ;Singh Sarika

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have noticed a significant rise in derailment of trains recently;
- (b) if so, the details thereof, zone-wise and the reasons therefor along with the reactions of the Railways thereto;
- (c) whether there has been rise in such incidents due to cracks on rail tracks;
- (d) if so, the details thereof along with the action taken by the Railways in this regard;
- (e) the number of persons who have lost their lives in the said incidents along with compensation paid to them, zone-wise; and
- (f) the steps taken/ being taken by the Railways to check the recurrence of such incidents in future?

Answer

(MINISTER OF STATE IN THE MINISTRY OF RAILWAYS) (SHRI ADHIR RANJAN CHOWDHURY)

(a) to (f): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 1308 BY SHRI ARVIND KUMAR CHAUDHARY, SHRIMATI SUSMITA BAURI, SHRIMATI SARIKA DEVENDERA SINGH BAGHEL AND SHRIMATI PUTUL KUMARI TO BE ANSWERED ON 12.12.2013 IN LOK SABHA REGARDING DERAILMENT OF TRAINS.

(a) & (b): During the current year from April to November 2013, the number of consequential train derailments increased from 33 to 37 in comparison to the corresponding period of the previous year. Zone-wise number of these derailments is as under:

Zone-wise derailments during April to November 2013

Railway	Number of derailments
Central	3
East Central	3
East Coast	2
Eastern	3
Konkan	1
Northeast Frontier	2
Northern	7
North Western	2
South Central	3
South Eastern	1
South East Central	5
Southern	2
West Central	1
Western	2
TOTAL	37

Based on the final reports of the inquiry committees and prima-facie causes, out of the above 37 consequential train derailments, 28 were attributable to failure of railway staff, 2 due to failure of other than railway staff, 3 due to incidental factors, 2 due to sabotage and in 2 derailments inquiries are underway.

(c) & (d): No, Madam. Incidents of consequential train derailments caused due to rail fracture and weld failure has decreased from 10 to 8 during April to November 2013 in comparison to the corresponding period of the previous year.

(e): During April to November 2013, 5 persons (all passengers) lost their lives in consequential train derailments. Out of these 5 persons, 1 person lost his life in the derailment of Train No. 15228 (Muzaffarpur-Yashwantpur Express) on Southern Railway, 1 person lost his life in the derailment of Train No. 58804 Dn. Passenger on South East Central Railway and 3 persons lost their lives in the derailment of Train No. 12618 (Mangla- Lakshdweep Express) on Central Railway.

Compensation to the victims of train accidents is paid by the Railways after a claim is filed by the claimant in the Railway Claims Tribunal and is decreed by the Tribunal in favour of the claimant and decree so awarded is decided to be satisfied by the Railways. So far, no claim has been decreed by the Tribunal in the above derailments.

(f): Measures being taken by Indian Railways to prevent derailments are as under:

- i. Upgradation of track structure consisting of Pre Stressed Concrete (PSC) sleepers, 52 kg/60 kg high strength rails for higher axle loads and high density routes; new construction and replacement is done with PSC sleepers only,
- ii. Long rail panels of 260 meters/130 meters length to minimize number of welded joints to avoid rail fractures,
- iii. Upgradation of Alumino Thermit Welding and increased use of Mobile Flash Butt Welding,
- iv. Use of modern diagnostic aids like Ultrasonic Rail Flaw Detectors (USFD) for testing of rails to detect flaw,
- v. Use of Rail Grinding Machines to enhance safety against rail fractures.
- vi. Progressive mechanization of track maintenance using sophisticated machines to provide safe and efficient output,
- vii. Wheel Impact Load Detectors (WILD) alongside tracks to detect unsafe movement of flat wheels over the track,
- viii. Regular patrolling of railway tracks at vulnerable locations including night patrolling and winter patrolling,
- ix. Special Safety Inspection Drive at regular intervals.